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Photograph by Alva

RAINY WEATHER SETS UP A COUPLE OF STRAW MEN IN PORTUGAL

Waterproofed by nature, from straw hats to wooden shoes, vineyard workers can continue their care of grapes for wine, basis of one of the leading industries of Portugal (Bulletin No. 1).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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General Headquarters, Washington, D. C.

Lisbon: All Ashore for Europe!

PASSENGERS on ships from the Orient and South America, bound for northwestern Europe, recently and unexpectedly found Lisbon, Portugal, to be "the end of the line." The change from sea voyage to overland travel was ordered to save them from the hazards of mines and submarine warfare in the North Atlantic and the North Sea.

Lisbon lies south of the belligerent zone from which American shipping is quarantined. It is already a port of call for the Pan American transatlantic air service.

The chief port and the capital city of Portugal, Lisbon came into the headlines earlier in the year as the first continental stop of the transatlantic air mail in May, a service inaugurated just 21 years after the beginning of air mail in the United States.

City Renovated by an Earthquake

Lisbon was also on the receiving end of a history-making transatlantic flight in May, 1919, when the U. S. Navy seaplane, NC-4, leaving Newfoundland and stopping on the way at the Azores, completed the first transoceanic flight in history at Lisbon.

A city of 600,000, Lisbon is about the same size as Washington, D. C., and on almost the same parallel of latitude. The Portuguese capital is located seven miles from the ocean up the Tagus River, extending about four miles along the north bank.

The harbor, now of renewed importance for ship and seaplanes, is a broad estuary or tidal lake about three miles in length and a mile wide. It is one of the chief ports of southwestern Europe.

Built on a succession of hills, the city is divided into the new and the old sections, as a result of the great earthquake of 1755. In old Lisbon tortuous streets are in places so narrow that outstretched arms can touch both walls. In the newer city, built after the catastrophe in what were then suburbs, the architecture is more modern and the streets are broad and straight.

The gayest promenade of the capital, the 300-foot-wide Avenida da Liberdade (illustration, inside cover), extends for nearly a mile from one of the many plazas that add to the beauty of Lisbon.

"Roly Poly Square"

One of the more familiar squares is Praça do Commercio, or "Black Horse Square," so called by English-speaking visitors from the central equestrian statue of King José I. Along the south side of the square flows the Tagus; the other three sides are occupied by the arsenal, the customs house and other public buildings, with the exchange and royal library in the vicinity.

The Rocio, another of Lisbon's open spaces, has been jokingly named "Roly Poly Square" by sailors, since the peculiar mosaic pavements of curved, undulating design are supposed to produce dizzy sensations in pedestrians. This is the center of Lisbon's social life. Once it was a public execution ground and bull ring.

In one section, less damaged by the earthquake, stand Moorish palaces and buildings a thousand years old. Many old structures, however, have been wholly lost, though some Roman ruins remain.

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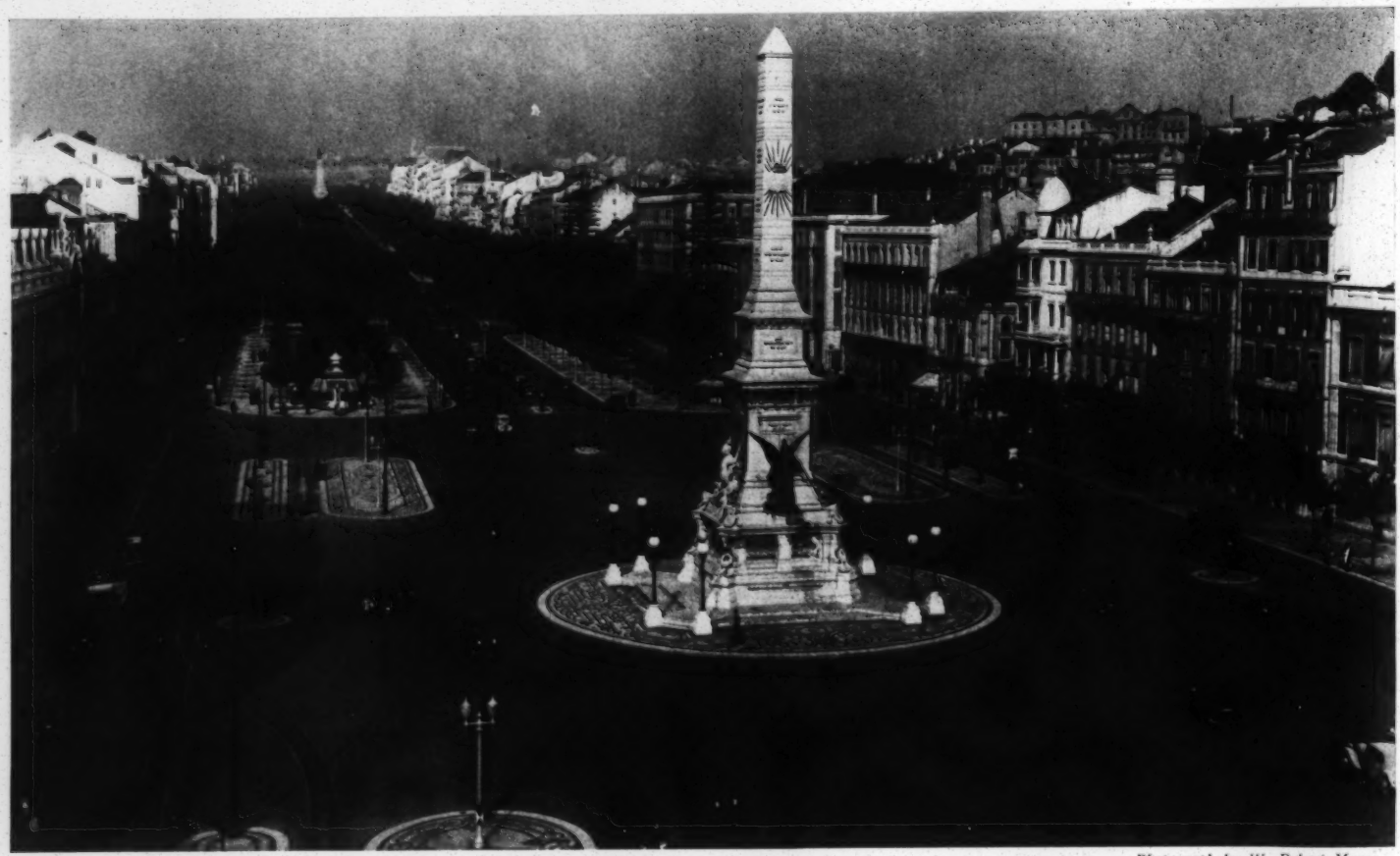

Photograph by W. Robert Moore

WIDE AS A FOOTBALL FIELD IS LONG, AVENIDA DA LIBERDADE IS LISBON'S FINEST PROMENADE

Named for the leaders who freed Portugal from Spain in 1640, this thoroughfare has served as inspiration for many boulevards in Brazil (Bulletin No. 1).

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Shetland Islands, Britain's Farthest North

THE first bombs of World War II to fall on British soil blasted six-foot holes recently in the Shetland Islands, Britain's northernmost European possession. According to news reports, in the other attacks over British territory, German bombs had fallen in the water.

A narrow, straggling archipelago of more than 100 islands and islets, the Shetlands, from north to south, stretch some 70 miles. So deeply indented are their shores that one is never more than three miles away from the sea. With an area of some 550 square miles, the islands have a thousand miles of coastline.

Rugged, barren cliffs rise steeply from the deep blue waters of the Atlantic Ocean and North Sea that wash these shores. A combination of brilliant colors in sea, sky, and earth there makes for unusually varied and picturesque scenery.

No Night in Summertime

One factor in the vivid coloring of the Shetlands is the amount of light they receive. For Nature, in summer, provides the islands with no "blackouts." During the warm months, there is practically no night in the Shetlands. At the height of the season one can read, take pictures, or play outdoor games at midnight.

Six hundred miles northwest of Germany's naval base at Wilhelmshaven, the Shetland Islands are more than 100 miles from the Scottish mainland. The Orkney Island group is 50 miles to the south. Lerwick, chief city and capital of the Shetlands, is farther north than Greenland's Cape Farewell. Yet despite this location toward the top of the world, the climate of the islands is moderate.

The Shetlands' largest island, called Mainland, is 54 miles long. Other important islands are Yell, Unst, Fetlar, Bressay, and Whalsey. Foula, one of the more remote islands, off the west coast of Mainland, was the scene of the motion picture *The Edge of the World*, whose theme was the gradual depopulation of these outer regions. Less than 30 of the Shetland Islands are inhabited. Mainland holds about three-quarters of the total population; most of the others support only a few lighthouse keepers and shepherds.

In 1911, the population of the Shetlands was nearly 28,000. By the middle of 1938, estimates showed that this figure had shrunk to less than 21,000. Decline of the islands' once-flourishing herring industry, scarcity of good farming land, and the general attraction of city life for youth of the islands were contributing factors in the decrease.

Naval Base in 1914-18 War

On the other hand, production of hosiery and other woolen-goods products has increased since 1914 to an annual value of some $400,000. The war, too, is expected to affect the economic life of the Shetlanders, if, as during the previous conflict, Lerwick should again become a naval base.

During the "first World War" the capital of the Shetland Islands was used not only as an examination station for ships suspected of hauling contraband, but also as a haven for American and British destroyers. Many vessels flying foreign and British flags were brought into this harbor, and the town was a familiar one to the crews of trawlers on duty as mine sweepers, as well as to rescued sailors and travelers from ships sunk nearby.

In normal times the Shetlander takes his living from both sea and land, a dual occupation which has earned for him the name of "fisherman with a croft."

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Bull fights are still the capital's major sport, but they differ from the Spanish type; the bull is tormented during the fight but not killed, and thereafter resumes his country life.

Port of Departure for Diaz and Da Gama

It was from Lisbon in 1488 that Diaz, the Portuguese explorer, sailed to discover the southern extremity of Africa.

In 1497 Vasco da Gama, with a fleet of four vessels, also put out of Lisbon harbor, on the voyage that took him around the Cape of Good Hope to discover a sea route to India, the lure that had brought Columbus westward to America only five years before.

Note: See "Castles and Progress in Portugal," *National Geographic Magazine*, February, 1938; "The Greatest Voyage in the Annals of the Sea" (Magellan), December, 1932; "The Pathfinder of the East" (Vasco da Gama), November, 1927; and "Lisbon, The City of the Friendly Bay," November, 1922.

See also in the GEOGRAPHIC NEWS BULLETINS: "Portugal, The Sunset Land," March 8, 1937.

Bulletin No. 1, December 11, 1939.

Photograph by W. Robert Moore

IN PORTUGUESE FORESTS CORK BEGINS ITS TRIP FROM BARK TO BOTTLE

Cork oaks of Alemtejo Province, the hinterland of Lisbon, have supplied most of the cork which the United States has obtained since the civil war in Spain cut off the supply from that country. Workers live in shacks of cork (right) while they wield the ax on oaks for the slabs of cork-oak bark, which they bale for shipping. The oaks are "stripped" in the summer at eight- or ten-year intervals.

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Switzerland Guards Peace Island Surrounded by War

WITH warring neighbors, Switzerland finds it difficult to stave off at least a touch of war fever. Already the country has had blackouts along the German border. A war symptom, paralysis of communications, has appeared in the hub commercial city of Basel, where the airport has been closed for the duration of the war.

Surrounded by Germany, former Austria, France, Italy, and the little principality of Liechtenstein, Switzerland has a geographic position that is at once an asset and a liability.

A buffer state, she is also an important trade link between powerful neighbors. Though she has no seaboard of her own (either to defend or to use), she controls mountain passes over which rides the commerce of some of the most populous regions of south and central Europe. Nearly half of her domestic imports in 1938 came from neighboring countries; some 34 per cent of her exports were sold in nearby markets.

Has Four Official Languages

In 1291, the first three of Switzerland's cantons (or states) joined in a defensive league against the house of Hapsburg. "In view of the malice of the time," they swore to have no ruler other than their own and to maintain their independence by their own armed strength. Later other provinces were added, until today the nation is made up of 22 largely self-governing cantons, united under a confederation whose capital is at Bern.

Of Switzerland's population, amounting to something over four millions, more than 70 per cent speak German, about 22 per cent speak French, and the rest Italian and other tongues. The official languages are these three, plus Romansch, a rare tongue derived from Latin, added last year as a fourth.

A mountainous country, with much unproductive land and few natural resources, Switzerland imports quantities of food as well as raw materials that keep her factories humming. With a rather dense population in an area less than half the size of Indiana, she has become a highly industrialized nation.

Only about one-quarter of her working people are engaged in agriculture. Another six to eight per cent are occupied in the tourist business; while between 45 and 50 per cent are employed by industries, many of which had their early beginnings in handicrafts which isolated mountaineers carried on at home during the long winter evenings.

One of Europe's Richest Countries

Because of lack of domestic raw materials and fuel, and the high cost of transport, Switzerland has specialized in quality products. Such articles as Swiss watches, chocolate, cheese (illustration, next page), embroideries, and toys are known around the world. For, in addition to Europe, Switzerland has valuable commercial relations with the United States, the countries of South America, and the Far East.

Germany has recently held the Number One position in Swiss trade, both as customer and vender, although in 1938 purchases of German goods declined considerably. Soviet Russia was the only important trader who sold more to Switzerland last year than during 1937.

With a high average income and standard of living, Switzerland is one of

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("Croft" is a small patch of enclosed farmland.) Less fertile than the soil of the Orkneys, the many Shetland crofts nevertheless produce potatoes, barley, oats and turnips.

The Shetland fisheries, too, although crippled by loss of markets and expensive competition of modern shipping, are still of major importance in the British herring industry and in the local diet.

Livestock breeding is another source of income. The Shetlands' long-haired, shaggy ponies are famous around the world. Native sheep furnish much fine warm wool, plucked from the animal instead of sheared. Native cattle, hardy if small, provide beef and milk.

To the student of natural history, the Shetland Islands are especially rich in bird life, including the curious and oddly named red-cocked phalarope, the whimbrel, the bonxie, and the tystie. The island of Noss is a bird sanctuary.

Note: Additional photographs and information about the Shetlands will be found in "Looking Down on Europe," *National Geographic Magazine*, June, 1939; "Birds of the Northern Seas," January, 1936; "Flying Around the North Atlantic," September, 1934; and "The Orkneys and Shetlands," February, 1921.

See also in the GEOGRAPHIC NEWS BULLETINS: "The Shetlands, Noted for Ponies, Shawls, and Herring," March 19, 1934.

Bulletin No. 2, December 11, 1939.

Photograph by Charles Reid

HIS VALUE ABROAD DEPENDS ON POVERTY AT HOME

No pony can be registered as a blue-blooded Shetland if he stands more than 42 inches tall when he is four years old, and this small size determines his popularity with pony fanciers around the world. But if the pony is well fed, he grows too large to be typical of the popular breed. Children abroad regard the ponies as toys, but in their native islands they work as draft horses in coal mines and peat bogs, pulling half-ton loads. The pony in the picture is just large enough to carry the man shown carrying him.

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Inland Alexandria (Va.) Bids for Ocean Trade

ALEXANDRIA, on the Potomac River, has re-entered international commerce. The revival began when newsprint from Canada, previously sent by boat to Baltimore and trucked to Washington, D. C., was unloaded at the Virginia port, southern threshold of the national capital.

Alexandria came into being as the site of a tobacco warehouse provided for in Virginia's tobacco inspection act of 1730. The original settlers were accordingly tobacco buyers, largely representing tobacco houses of Glasgow, Scotland.

Belhaven was the name conferred upon the community by the Scots, in honor of Lord Belhaven, an outspoken patriot opposed to the union of Scotland and England, and a director of the Scottish Trading Company.

Was New York's Early Competitor

The warehouse, completed in 1732, was on a tract of 6,000 acres originally owned by Capt. John Alexander. He bought it in 1670 for 6,000 pounds of tobacco. The Alexander family thus owned most of the early town site and opposed the incorporation of the community. But the change of name from Belhaven to Alexandria overcame this opposition and the town was incorporated in 1749. A 1749 map of the new town shows it was laid out by the young surveyor, George Washington. The town seal of this infant tobacco port shows a ship in full sail.

Accessible to all transatlantic shipping of the sailboat era, Alexandria was once a competitor with New York and Boston for ocean trade. Laden with the famous Virginia tobacco, grain, and other produce of the new world, ships sailed for European ports or the West Indies; they returned with hardware, dry goods, rum, molasses, and other needs of the agricultural Virginia colony. Or they came ballasted with cobblestones and brick, for use in houses and street paving.

Sidewalks, arched gateways, and the closely built two- and three-story homes of wealthy Alexandrian merchants were of brick. Many frame houses were wood-surfaced brick. Streets were later paved with the same material. Prince Street, however, leading down to the wharves and a popular homesite for sea captains, retains to this day the cobblestones said to have been laid by Hessian prisoners, during the American Revolution.

"Colonial Heirloom" Sections of Town

Many fine old homes of Georgian and early Federal architecture have been preserved in Alexandria, veiling the town in a colonial atmosphere that delights visitors. A broad parkway, the Mount Vernon Highway, now connects the nation's capital with Alexandria's old thoroughfares: King, Queen, Prince, Princess, and Duke Streets, names of royal origin; Washington, Franklin, Fayette, and Jefferson, recalling Revolutionary days.

Alexandria was the town to which George Washington sent the produce of his Mount Vernon estate, for shipment or sale; it was there he attended Christ Church and the Masonic Lodge. At Alexandria he voted, received his mail, and maintained his town house. This house was razed in 1857. Many old mansions survive; they include the abodes of the Carlyles, the Fairfaxes, George Mason, and others. Here also is the boyhood home of Robert E. Lee.

Parson Weems, bookseller and preacher, and early biographer of Washington, reports that these old aristocratic families filled their coach-houses with gilt

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Europe's richest countries. Her gold reserve is estimated to be between two and a half and three billion Swiss francs—or about $675,000,000.

Peace Preserved for More Than Century

Perpetual neutrality was guaranteed Switzerland in 1815 at the Congress of Vienna by Prussia, Austria, France, Great Britain, Portugal, Spain, Sweden, and Russia. The Swiss army, however, was maintained on a war basis all during the World War.

For defense Switzerland has relied for centuries on a national militia, based on compulsory military service for all men. It has been estimated that Switzerland today, in spite of the small population, could raise an army of nearly 300,000 men between the ages of 20 and 48.

Note: Additional photographs and descriptions of Switzerland will be found in "Lake Geneva: Cradle of Conferences," *National Geographic Magazine*, December, 1937; "August First in Gruyères," August, 1936; "Manless Alpine Climbing," August, 1934; "Skiing in Switzerland's Realm of Winter Sports" (duotone insert), March, 1933; "Flights from Arctic to Equator," April, 1932; "Rediscovering the Rhine," July, 1925; "Amid the Snows of Switzerland" (photographic insert), March, 1922; "The Millennial City" (Geneva), June, 1919; and "The Citizen Army of Switzerland," November, 1915.

See also in the GEOGRAPHIC NEWS BULLETINS: "St. Bernard Pass Guarded by 'Travelers Aid' of Monks and Dogs," February 28, 1938; "Switzerland: Peace Hub of the World," October 4, 1937; "Basel, Switzerland's Strictly Business City," April 12, 1937; "The Matterhorn, A Mountain Needle Lost in a Cloud-Stack," December 14, 1936; "Switzerland To Tell of William Tell All Summer," May 4, 1936; and "International Geneva," May 13, 1935.

Bulletin No. 3, December 11, 1939.

Photograph by S. Glasson

JUST DOWN FROM THE ALPS, WHERE CHEESES GROW AND RIPEN

The Swiss "farm" their high garden-less Alpine pastures for a crop of condensed milk and rare cheeses for export. The herder, sunburned and bearded after a summer in the mountain dairy camp, wears an embroidered short-sleeved coat and striped skullcap. Two wheels of cheese are strapped on the back of the donkey, which jingles the bell under its neck at every step. This is Gruyère cheese, a favorite in Switzerland, as well as elsewhere among gourmets. Most Swiss cheese exported to the United States is made in or near Bern, the capital.

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War Echoes in Madagascar, France's Largest Island

THE 19th century had only a slight hold on easy-going, tropical Madagascar, Africa's largest island. The 20th century has made even a slighter impression, contributing radio and a few motor highways. But the war news of 1939 pushed Madagascar into the headlines last month, when a German sea raider sank a British tanker in the Mozambique Channel, between the southern end of France's Madagascar and Portugal's Mozambique on the African mainland.

Although this Indian ocean island is not far from the east coast of Africa, it is a close cousin to Asia. Its Malagash natives are not related in any way to African races, but resemble Sumatrans, and seem to be of Malayan or Polynesian stock. Since they won't venture out to sea in their frail canoes, it is a mystery how they ever reached their present island home.

"La Grande Ile" Is World's Fourth Largest Island

There is a theory that Madagascar was once part of the large mythical continent of Lemuria, that was supposed to reach as far as India. Volcanic activity accompanying the sinking of this continent might explain the lava covering the Ankaratra Mountains, and the hot springs of such resorts as Antsirabe.

The name of this vanished, theoretical continent, Lemuria, was selected because of the 37 species of lemurs still to be found on Madagascar. Lemur, which means "ghost" in Malagash, is the native name for these little catlike creatures with round staring eyes that shine in the dark.

Arab traders of the 9th century and African slaves they brought over from the African mainland were Madagascar's only foreign elements until the 16th century, when a Portuguese, Diego Diaz, "discovered" the island. Despite frequent attempts of the Dutch and French to gain a foothold, the native government kept its power and independence until 1894. Then the French invaded the island, and declared it a French colony.

Thick forests follow the coastline. Mahogany, ebony, rosewood, and sandalwood that lured Arab traders; raffia palm, beefwood, tamarind, mango, and Madagascar spices grow luxuriantly. The country in the extreme south is semi-arid and rather like the American Southwest.

"La Grande Ile," the French call it. Only New Guinea, Borneo, and Greenland can boast an area greater than Madagascar's 241,000 square miles.

"That Which the Mists Cannot Climb"

A high, barren plateau, edged with cliffs, rises in the central part of the island. Towering above the plateau are huge mountain masses. The largest is the ancient, extinct volcano Ankaratra, one of whose peaks is named "That which the mists cannot climb." The highest point in the island is Ambòro, which has an elevation of 9,490 feet.

Low, hot, steaming plains circle the cool highlands and slope to the sea. On the east coast they form a narrow marshy strip that follows the straight, unbroken shoreline. A string of lagoons and coral reefs protect the few harbors from the dangerous surf of the Indian Ocean.

Besides rice and coffee, Madagascar produces vanilla, cocoa, spices, rubber, sugar, millet, maize, cotton, and tobacco. But rice is the staple crop. Two pounds of rice a day are ordinary rations for a working man. Though agriculture is the island's chief industry, farming methods are still primitive. The land is tilled by

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carriages and their dining rooms with gilt glasses, and then sat down to a dinner of salt meat and johnny cake, probably because the markets then offered so little. This meagerness of diet has been questioned. Washington's bill of fifteen shillings for dinner at Gadsby's Tavern, still standing, must have covered a varied meal.

The Alexandria of Washington's day had a population of about 2,800; the 1930 census gave it 24,149. Originally within the ten-mile square of the District of Columbia, Alexandria was returned to Virginia with the land south of the Potomac. It is now a popular residence town for Washingtonians, who have restored many of the city's old homes.

The town is five miles below Washington and 105 miles from the mouth of the river at Chesapeake Bay. The 16 shipping wharves have been used in recent years largely for handling sand and gravel, phosphate rock, pulpwood, petroleum products, coal, and fertilizer. There is an extensive freight classification yard; six trunk-line railways connect with the north, south, and west.

Note: For additional information about Alexandria and vicinity see "Roads from Washington," *National Geographic Magazine*, July, 1938; and "Virginia—A Commonwealth That Has Come Back," April, 1929.

See also in the GEOGRAPHIC NEWS BULLETINS: "Alexandria Plans First National Shrine to Education," December 12, 1932.

Bulletin No. 4, December 11, 1939.

Photograph by Major Albert W. Stevens

ALEXANDRIA'S GRANITE FINGER POINTS WITH PRIDE TO THE PAST

Above seven terraces and two reflecting pools, the George Washington Masonic National Memorial rises in seven tiers to a steep pyramid almost 400 feet above the level of the city. Still in the process of building, it has been planned by some three million members of Masonic lodges as a memorial to the first President, especially to his activities as a Mason. From the enclosed observation platform near the top, one can see the city of Washington; the Mount Vernon estate; and in Alexandria, Christ Church in which Washington purchased a pew; Alexandria's first free school, founded and endowed by Washington, and attended by Lee.

hand with long-handled spades. Then oxen tread the rice-field mud to harrow it.

The northwest coast, where the mountains often reach into the sea, is deeply indented. The port of Diégo-Suarez has one of the finest natural harbors in the world. It was the first port annexed by the French, and serves as naval base and chief commercial port of the island.

The coastal plains are much wider on the west than on the east. The rivers too are longer and several are navigable for some distance inland. A new suspension bridge across the Betsiboka, largest river on the island, enables motorists to travel over good roads all the way from the west coast port of Majunga to the capital, Tananarive, in the eastern highlands.

Modern transportation is finally displacing the awkward *filanzana,* once the principal means of travel in Madagascar. The *filanzana* is not a very comfortable conveyance. It is a sort of chair or hammock slung between two poles, and carried by four porters who are usually of assorted sizes. Eight men accompany each chair so that the bearers can change every five minutes.

Note: See also "Across Madagascar," *National Geographic Magazine,* August, 1929; and "Through the Deserts and Jungles of Africa by Motor," June, 1926.

Bulletin No. 5, December 11, 1939.

Photograph courtesy French Colonial Office

CHECKERS AND HAT-MAKING ARE OUTDOOR OCCUPATIONS

Small doors, few windows, no chimney, and mere layers of thatch on a wooden framework—such is the native Madagascar house. Cooking fills the shack with smoke, which pours out through openings and crevices. The Malagash family uses native skills to manufacture most of its household needs, and remains almost independent of the need for money. The long *karatra* board, moved from the dark shack into the sunshine for a game, has 32 hollows instead of the familiar checkerboard squares. Seeds or pebbles are used for checker "men."

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